

Official and Classified ADVERTISEMENTS

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FOR SALE

SMALL MESH NETTING

TRINITY HANDS NETS LIMITED
Mons Mill, James Street,
York. Telephone: 21109

FOR SALE: All shell fish, wet and cured fish, boiled or live crabs, haddock and whelks. Telephone: Grimsby 30351.

FOR sale 24in. x 24in. right-hand propeller, good condition, £80 or nearest offer. Telephone: Blandon 813645.

NEW fyke nets for sale 10 hoop per pound. Starting at £14. Telephone: Huddersfield 23007.

SEASCAN radar £460. Black fishings no reasonable offer refused. Telephone: Waddebridge 2842.

POT and line haulers for outboard motor drivers. R. & S. Leakey, Settle, Yorks. BD21 0BA. Telephone: 07292 3206.

FOR SALE in good working order one Fi-aten herring boat. Box No. 286.

ONE Borg Warner valve drive 2.1 gearbox. Telephone: Milford-on-Sea 5094.

INSHORE MARINE PRODUCTS

Offer a comprehensive range of quality inshore fishing gear. Send for free catalogue to:—

9 Brookdale, New Longton
Preston, PR4 4XL
Telephone: (0772) 616964.

BOAT BUILDERS

24ft. Saltram GRP to WFA specification under construction for customer, enquiries and inspection invited. Conventional wooden craft also built. Adam Boat Builder, telephone: Looe 2081.

ELTON BOATBUILDING CO.
CLIVER BOAT BUILDERS
14ft. to 30ft. built on oak.
Hull only or any stage completion.
GRP hulls fitted out.
Castledykes, Kirkcudbright,
Scotland. Tel. 0857 30177

SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3729 — for all under water work.

DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0218 58 455.

FOR HIRE

4-20 man lifeboats. DTI 800t boats. Lifeboat Hire Co., 14 Chapel Road, Tiptree, Colchester, Essex CO6 0RA. Tiptree 815459.

ENGINES WANTED

WANTED

GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd.,
Bawtry Road, Farningley,
Near Doncaster, Yorkshire
Tel: Doncaster 770203
Telex: 847239

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel. 54 High Street, Fraserburgh, tel. 2280.

WANTED Gardner engines, LW, L3 all models, surplus spares and gearboxes for cash. G. H. Howard, Brallings Lane, Chalfont St. Peter, Bucks. Telephone: 02407 2554.

WANTED marine engines, particularly Listers and Petters 10-40hp, air or water cooled, cash paid, we collect. Severn City Boats, Blackpole Wharf, Worcester, telephone: 0905 5474.

WE are interested in purchasing for export, good speed and marine engines especially Kelvins, Gardners, etc. Also propellers and stern gear. John S. Allen & Son Ltd. Grovernor House, 18-20 Aldgate, London SW16 3 JN. Telephone: 01 946 4141/01046 7548.

WANTED 230hp Gardner diesel 8L35 complete, new or in first class condition. Also Kelvin marine diesel. Peterhead Offshore Services, Wilson Street, Peterhead, telephone: 3222. SW16 3 JN. Cruden Bay 618. Tel: 73358.

WANTED one Gardner 6LX 110hp C with 2.1 or 3.1 reduction gear, shaft, prop, and stern tube. Details and prices to LHD Ltd., 5 Alexandra Buildings, Lerwick.

BUSINESS OPPORTUNITIES

OYSTER farming partnerships (2) (working) available now, well stocked and equipped, capital required £3,000 to £4,000. Box No. 296.

FOR SALE half share in steel built 30ft. inshore trawler, built in 1972. Working or sleeping partner. For further information and details apply Fraser and Paterson, Accountants, 9 Mitchell Street, Leven, Fife, telephone: 26566.

FINANCE

PART share required finance only in modern seine vessels crew skippers to remain all replies treated in strict confidence. Box No. 303.

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL

are now offering 23-220 horse power

GUARANTEED MARINE DIESEL UNITS

FORD - BMC - CUMMINS

HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
Telephone: 57127 - Telex: 956281

GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. 2-3000hp at sensible prices. Send for price list. Helveth Engineering, Drayton Mill, Nr Abington, Oxon. Stevenage 567.

KELVIN 70 160hp engine and gear-box completely rebuilt, shaft, propeller if required. Enquiries telephone: Grimsby 65156.

Marinisation kits comprising manifold, heat exchanger, pump, new hydraulic gearboxes, housing and accessories for BMC 1.6 to 2.0, 2.3 to 2.5, 2.8 to 3.0, 3.5 to 4.0, 4.5 to 5.0, 5.5 to 6.0, 6.5 to 7.0, 7.5 to 8.0, 8.5 to 9.0, 9.5 to 10.0, 10.5 to 11.0, 11.5 to 12.0, 12.5 to 13.0, 13.5 to 14.0, 14.5 to 15.0, 15.5 to 16.0, 16.5 to 17.0, 17.5 to 18.0, 18.5 to 19.0, 19.5 to 20.0, 20.5 to 21.0, 21.5 to 22.0, 22.5 to 23.0, 23.5 to 24.0, 24.5 to 25.0, 25.5 to 26.0, 26.5 to 27.0, 27.5 to 28.0, 28.5 to 29.0, 29.5 to 30.0, 30.5 to 31.0, 31.5 to 32.0, 32.5 to 33.0, 33.5 to 34.0, 34.5 to 35.0, 35.5 to 36.0, 36.5 to 37.0, 37.5 to 38.0, 38.5 to 39.0, 39.5 to 40.0, 40.5 to 41.0, 41.5 to 42.0, 42.5 to 43.0, 43.5 to 44.0, 44.5 to 45.0, 45.5 to 46.0, 46.5 to 47.0, 47.5 to 48.0, 48.5 to 49.0, 49.5 to 50.0, 50.5 to 51.0, 51.5 to 52.0, 52.5 to 53.0, 53.5 to 54.0, 54.5 to 55.0, 55.5 to 56.0, 56.5 to 57.0, 57.5 to 58.0, 58.5 to 59.0, 59.5 to 60.0, 60.5 to 61.0, 61.5 to 62.0, 62.5 to 63.0, 63.5 to 64.0, 64.5 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Sandeel men ask to fish inside the limit

SHETLAND Fishermen's Association is to back island sandeel fishermen who claim they must be allowed to fish inside the three-mile limit to make a living.

The association is to write to the Department of Agriculture and Fisheries for Scotland asking for law changes giving concessions to the Shetland fleet.

In the letter it is pointed out that the sandeel fishery has made a major contribution to the financial health of the Shetland fleet. Without it, many boats would not have been able to continue fishing during the recent lean times in the industry.

The association is also saying that it knows of no scientific reason why these stocks should not be exploited. It is asking for a meeting with department officials to discuss details of any possible relaxation of the present regulations.

Old-timer lands £64,854 port best

YET ANOTHER grossing record tumbled at Grimsby this week, BUT the Ross Ramillies, the oldest distant water trawler fishing from Grimsby, set a new port record with a massive tally of £64,854 on Tuesday.

The 26-year-old vessel, back from a 21-day trip to Iceland's North Cape under Skipper Eddie St. Pierre, turned out 2,807 kits in-

cluding 2,562 kits of codstuffs. She also bagged a new daily average earnings record for Grimsby of £3,088 per day.

It was Skipper St. Pierre's first trip since his old command, the steamer Northern Eagle, was scrapped in February. Prematurely retired, BUT coaxed him into doing a relief trip with Ross Ramillies because of a shortage of top Iceland skippers due to holidays.

He is not, however, planning a comeback, despite regaining the record he held back in 1988.

The fairytale trip was another milestone in the remarkable career of Ross Ramillies, the trawler which seems to improve with age.

Built as the steamer Andromeda by Cochrane & Sons in 1950, she has been extensively modernised and, at one time in the 1960s, was the side freezer motor trawler Ross Fighter.

The previous record was held by Boston Group's Boston Comanche (presently laid up) with £60,584 from 2,752 kits made in January 1974.

The new record could be short lived, as BUT's Ross Revenge was due at Grimsby yesterday (shortly after Fishing News went to press). As she has a big catch aboard, the record may already have changed hands!

As last year, UK and Isle of Man vessels must not fish herring in the North Irish Sea, around the Isle of Man, except under licences granted by the Fisheries Departments.

This is to ensure the 12,000-ton catch limit agreed with the industry is adhered to and stocks are safeguarded.

In addition, during the period October 4 to November 20, inclusive, all fishing for herring is prohibited within UK fishery limits around the Isle of Man outside territorial waters.

Licensing has been extended this year to cover all waters of the North Irish Sea between latitudes 53° and 55° North, outside the fishery limits of Northern Ireland and the Republic of Ireland and outside Manx waters.

The Order stopping herring fishing in an area inside UK limits between the Tees and Flamborough Head was laid before Parliament on Thursday last week and came into force on the Friday, August 20. The ban extends until September 30.

A new fishing nets Order laid before Parliament last week brings existing legislation into line with internationally-agreed conservation measures. Subject to Parliamentary approval, it will come into operation in October.

The main new provisions specify minimum mesh sizes (in most cases 16mm) for a range of mainly industrial species. Herring, sprat, shrimps and prawns are included, but not sandeels.

The aim is to reduce the mortality of immature herring, sprat and other edible species taken while industrial fishing. The existing mesh sizes for human consumption species remains unchanged.

In addition, the Order provides for the use of only one type of topside chaser (the Polish type) in specified northerly waters, although strengthening bags with meshes of not less than 80mm may be used with authorised small mesh nets.

Star name to change 'boat luck'

A SCARBOROUGH fisherman is changing the name of his boat — in a bid to change her luck.

The 45ft. F. and S. Collins (SN15) has recently spelled misfortune for her new owner, Ronnie Cappelmann, who has just obtained his skipper's certificate.

The engine blew up in April and, two months after former owner Frank Collins died.

Now the boat is to be renamed Pleiades C and will be painted aquamarine instead of black. She was built at Gardenstown in 1956.

Grants

From page one

talks. Their 15 applications would at least be given a fair hearing, they thought.

At one time a FEQGA grant was looked on almost as a bonus as there is no guarantee that grants are given to individual boats.

Now, with fishing vessel building costs escalating and quotas on species being fished, the grant can mean the difference between a skipper or small firm staying solvent or bankruptcy.

The case of a new power owned by a north-east skipper illustrates the problems: when ordered she cost £370,000 and there were few hard and fast restrictions on her quarry. Now she is in service, herring quotas are very restricting and the boat's final price is £540,000. Her costings have been turned upside-down.

Yard bankruptcies have also added to skipper problems. A number of boats originally contracted at £150,000 are now at £250,000.

The deputation "they may just be meeting a group of faceless EEC bureaucrats. But, as one man on the ship said: "They showed our faces — and we liked them."

The Fraserburgh deckhands association is hoping to put itself on a sound financial basis by asking members for a 50p weekly contribution.

Bill Wilson, a spokesman for the now officially registered group, told Fishing News they are very pleased with the response from business interests in making donations to the association's funds.

"Right now," he said, "we need moral, vocal and financial support."

The deckhands have already extended their committee to include two local business associates, whose expertise in official and financial matters will contribute to the organisation's smooth running.

"We are now in the process of setting up a register for

deckies which will prove beneficial to both deckhands and skippers — the 'dole' isn't much help in that respect," he said.

Talking of the aims of the newly-formed group, he again stressed their intention is not to cause disruption in the industry — "we feel that there is enough of that already," he said. They just want to "secure a future for us as well as the skippers."

To ensure that every deckie has the chance of getting together, a general meeting has been planned for October 30, when east coast boats fishing off the west coast should be back home.

Albert McQuarrie, prospective Conservative Parliamentary candidate for the East Aberdeenshire constituency, met Bill Wilson last weekend to discuss problems.

Mr. McQuarrie told Bill Wilson that the Tory Party is maintaining its fight for an exclusive minimum zone for our fishermen.

Mr. McQuarrie and Teddy Taylor MP had contacted the association and shown their willingness to fight for fishermen's rights and gain the best possible deal from the EEC.

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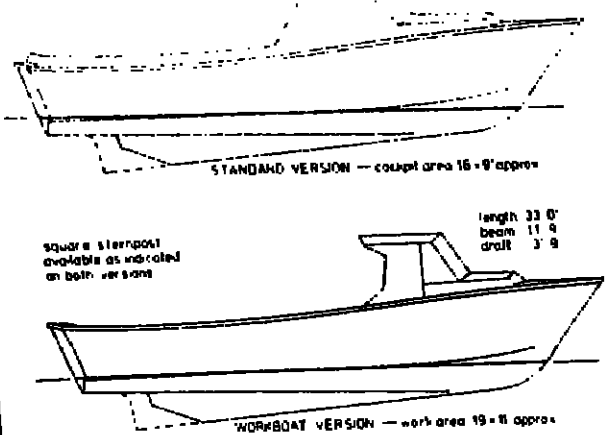
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Import flood goes on

DESPITE the precarious position of the pound sterling pushing up the price of all imports, processed fish fillets and blocks are still streaming into the country from both EEC and non-EEC sources.

At Grimsby landings through the port's commercial docks are averaging about one factory trawler, or cargo vessel, per week. They usually have upwards of 300 tonnes (equal to nearly 10,000 kits of unprocessed fish), with the bulk of supplies coming from Norway and the Faroes.

So far only two consignments have arrived from Iceland since the recent fisheries agreement was signed. Most of the imports are put straight into cold storage by a few of the larger merchants and frozen food manufacturers.

A spokesman for an importing agency told *Fishing News* the rising price of locally-caught fish had made imports "very competitive".

However, a fish buyer for a major company of frozen food manufacturers denied their interests in the present run of "back-door" imports.

"We have made purchases from abroad in the past, but at the moment the fish is very expensive and we much prefer to support the local industry by buying on the

'DANGER' DOGS BAN

A SHIPMENT of dogfish valued at around £18,000 was seized at Tilbury Docks, London, over the weekend because the mercury level in the fish was said to be "unacceptable".

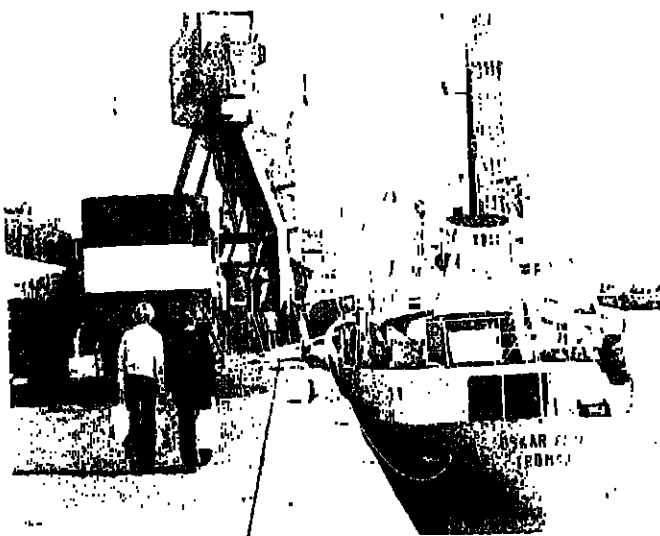
The fish, which had been caught off North America and Canada, was being imported by NuSea Market of Teignmouth, Devon, which has had four shipments held in the past four weeks on orders from the Port of London health officer, Dr. Dilwyn Jones.

"I am not saying this fish is harmful," said Dr. Jones. "It would be perfectly safe for a person to eat a whole dogfish, with the same amount of mercury, without any ill effect. This fish was stopped as a safety precaution for the long term."

"What I am saying is that, if the population were to eat a lot of this type of fish, and other foods containing mercury, it may have some effect if it were to build up in the body."

Although there are no regulations in the UK stipulating mercury levels, the general acceptable level is not usually allowed to exceed 0.5 parts per million, and this fish just tops that amount.

THE OWNERS of the Japanese trawler *Kohoku Maru No. 12* were fined £389,000 (\$700,000) by a US Federal Court for having 30lb. of processed king crab meat and seven live crabs aboard inside territorial waters. It is thought that a quantity of halibut she had aboard had been taken from a closed area.



The Norwegian cargo vessel *Oskar Floe* discharging fish at Grimsby last week.

Grimsby market to meet our requirements. It is a position which is under constant review due to the Grimsby landings."

Packs

Last week about 850 tonnes of fish, mainly cod and haddock fillets in catering packs, were discharged from the Farøese factory trawler *Vesturton* and the Norwegian cargo vessel *Oskar Floe*.

At Fraserburgh, Scotland, the 240ft. Norwegian freezer *Coribia* landed 513 tonnes of frozen fish from Newfoundland.

Most of the consignment went to D. A. Macrae, which took 451 tonnes of frozen herring fillets and 431 cases of prawns.

British Fish Cannery in Fraserburgh had 209 cases of herring milt, while the rest of the landing — salmon — went to MacFisheries of Grimsby.

Anglo-Scots Smoked Salmon Co., London and Nickerson Seafoods UK in Glasgow.

Captain of the Aalesund-registered *Coribia*, K. Nordstrand, told *Fishing News* that the carrier usually plies between the north coast of Norway and Canada.

The vessel, owned by I. J. Haganes and chartered by Norsk Frysetransport, delivers cod fillets, etc., to Canada, and returns to Europe with salmon and herring which are in short supply due to fishing regulations.

After leaving Fraserburgh, the freezer ship called at Germany before heading for home.

Tony Jones, sales director of NuSea Marketing said: "This whole affair has been blown up out of all proportion. If a person were to eat 1lb. of this dogfish every day for a year it would be perfectly safe. This is an excellent product."

Previous consignments have also passed through Liverpool Docks without any trouble.

SKIPPER John Eddom, a fisheries lecturer at Hull Nautical College, is flying to Costa Rica, Mexico, to act as an advisor for the Overseas Development Administration.

He will teach net construction and design on this ten-week assignment.

Just before he left Hull for Costa Rica, Skipper Eddom told *Fishing News* he would be working for about half of his time abroad in Limon and, for the other half, in another port called Puntarenas.

As soon as he arrived he will select some potential instructors and then begin advisory work. "I do not expect any language problems to arise. I have a reasonable understanding of Spanish and an interpreter will be there to help if necessary," he said.

Some time ago, when seconded to the WFA, he was engaged on consultancy work in Brazil during an acoustic survey of the fish resources around the north east coast of the country.

Recently he and Frank Wood, a Hull lecturer in marine electronics, were in Southern Ireland to advise

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MILFORD PRICES TAKE A DROP

DESPITE good catches there were disappointing cod and haddock prices at Milford Haven last week. Trawlers returning from the northerly grounds had low grossings.

Top ship of the week was *Pictou Sea Eagle* (Skipper Robert Foster) which landed 159 kits, including around 50 of cod and 30 of haddock, selling for £4,569.

On the same day the pucker trawler *Westerdale* (Skipper Frank Reynolds) made an excellent £3,900 from only 98 kits.

There were very different fortunes for *Rosevear* and *Pictou Sealion*. *Rosevear* (Skipper Alex Simpson) landed 216 kits which sold for only £4,112, while *Pictou Sealion* (Skipper Trevor Satter) had 156 kits for a grossing of £3,513.

Between them the vessels landed a total of 80 haddock, 160 of cod, 25 of whiting, 80 or raker, three of turbot and brill, 10 of plaice and two of soles.

Hope for shellfish workers

THERE is a new hope for the 20 fish workers threatened with redundancy at the Mid Yell, Shetland, factory of Young's Seafoods Ltd.

Shetland man, Gilbert Johnson, who already has three factories in the islands, intends to take over the factory as a going concern if Shetland Islands Council can offer a loan.

Young's is closing the factory because it wishes to concentrate Shetland investment on its two Lerwick factories.

Yell already has about the worst unemployment in Shetland — the factory's closure would double it.

Mr. Alton said: "It came as a great shock when I heard the news and I still don't really know what happened."

THE Department of Trade is expected to start an inquiry into the explosion which sank a North Shields fishing boat last weekend.

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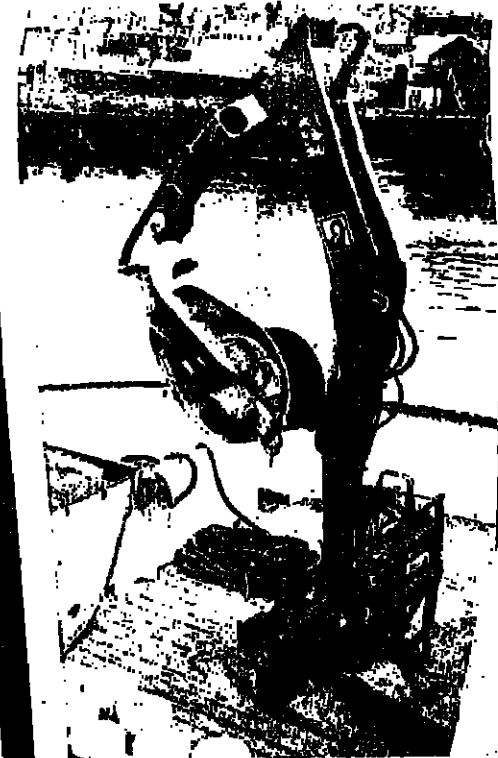
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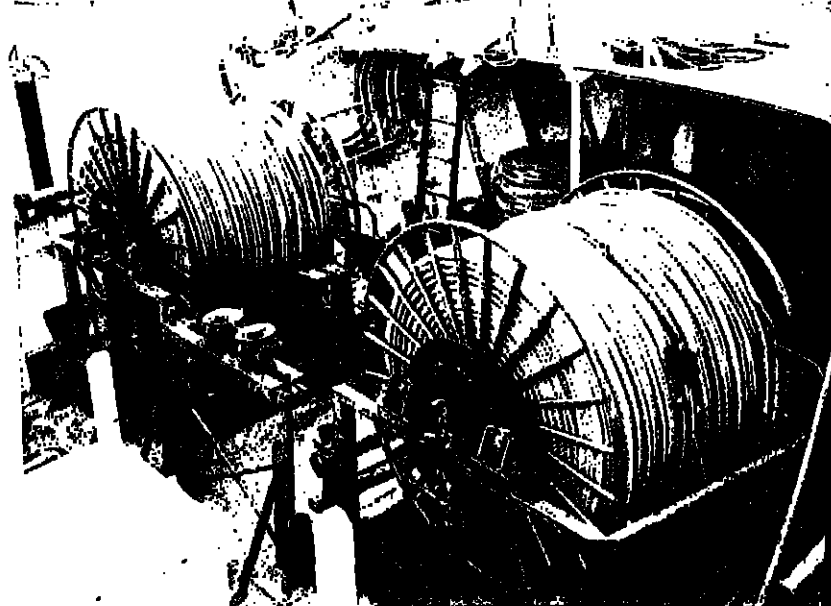
which allow fishing to continue even with frayed rope or bad
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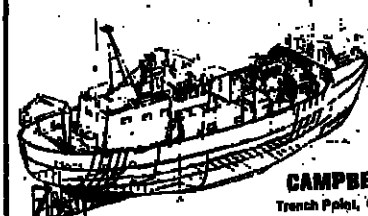
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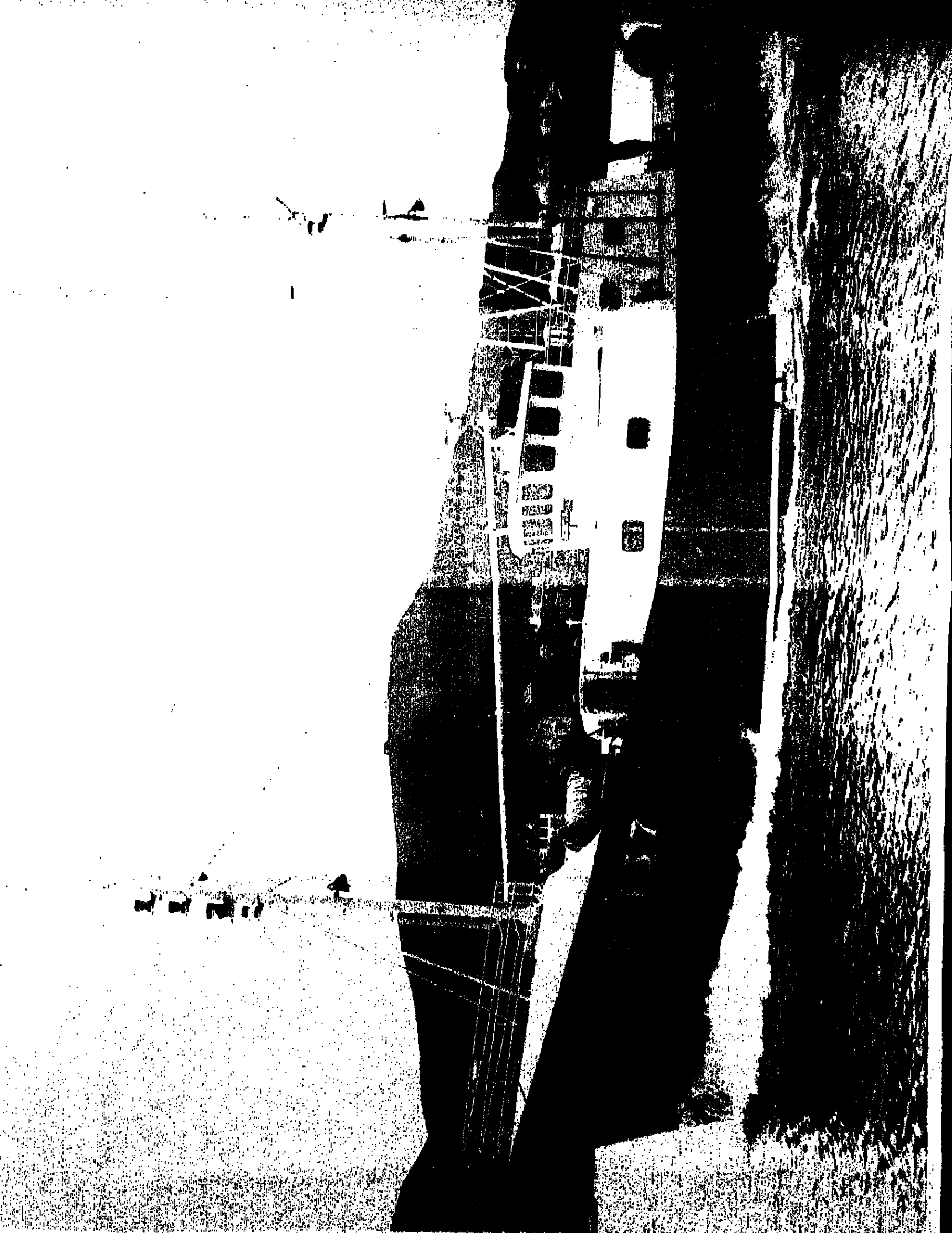


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**FN reviews
Davie Smith's
new selner**

'ARGONAUT IV'...

**Argonaut IV. Built: Campbeltown, Argyll. Length overall: 79 ft. 11 in.
Beam: 22 ft. Engine: Caterpillar 565 hp. Home port: Aberdeen**



OFF TO A RECORD START



Skipper Davis Smith (right) with his brother, Robert, who is a partner in the new Argonaut. Skipper Smith was a little sad to part with Argonaut III, the wooden-hulled 78-footer he fished so successfully. This craft has been sold to owners at Fraserburgh.

A NEW SCOTTISH seine net earnings record of £12,351 on her first full trip — followed up by another landing of over £12,000 — is how Argonaut IV has started her fishing career under Anstruther skipper, Dave Smith.

The 80 ft. steel trawler from the Campbeltown Shipyard smashed the seiner record held by another Campbeltown-built boat — Ajax skippered by Willie Campbell — after an eight-day North Sea trip of 720 boxes.

On Wednesday of last week she was back in port with an even bigger haul. Her 780 boxes sold for around £12,200.

Skipper Smith took delivery of Argonaut IV last month and he is basing her at Aberdeen. His brother, Robert, is a partner in the craft.

Speaking to *Fishing News* reporter, Gloria Wilson, Skipper Smith said he has specialised in seine netting and will stick to this method of fishing for as long as there is a living to be made from it.

He added that he is delighted with the way the new boat handles and that he feels very confident in her seaworthiness.

Much of the equipment aboard Argonaut IV, including main engine, gear handling machinery and electronic fish finding aids, are of the same make as those aboard his previous vessel, the wooden-hulled Argonaut III.

Skipper Smith explained he is happy to keep to well tried gear which he is familiar with.

Designated yard number 032, Argonaut IV is one of the very successful series of cruiser-sterned seiner-trawlers to be built at the Campbeltown Shipyard.

Her hull lines are similar to other vessels in the yard's '80' series, but are fitted out slightly airt to provide more roomy accommodation below deck.

Her gear handling aids include a two-drum system of seine rope storage reels from Fishing Hydraulics (Scotland) Ltd. Skipper Smith pioneered the use of rope reels in the Scottish fleet when a set made by Fish and Ships Gear in Norway, and supplied by Fishing Hydraulics, were fitted to Argonaut III some three years ago.

The boat had also been first in Scotland to fit a gutting shelter and this feature is incorporated into the new Argonaut IV.

One of the more unusual features of Argonaut IV is her

Hab 550 Speedloader articulated crane on which her power block is mounted.

Developed initially for mounting on trucks for handling goods in a wide range of situations, these cranes are very strong and manoeuvrable. They are ideal for working a power block.

Fishing Hydraulics is distributor for the Hab crane and the unit fitted to Argonaut IV is the first of a number destined for Scottish vessels.

The crane on Argonaut IV has a reach of almost 11 ft. and a lifting capacity of 3,770 lb. Cylinders in the crane have stainless steel rods and the block can be slewed round as far as would be required.

Argonaut IV is also first to be fitted with new Elac echo sounding equipment (details are to be available from Woodsons of Aberdeen at the International Fisheries Exhibition, Catch '76, in Aberdeen next month).

With an overall length of 79 ft. 1 in. and length between perpendiculars of 70 ft. 4 in., Argonaut IV has a moulded beam of 22 ft. moulded depth amidships of 11 ft. design draught of 8 ft. and extreme draft of 10 ft.

She has been built throughout of British mild steel which was shot-blasted and primed, then coated on both sides with Metalife corrosion control composition.

Her hull is of round bilge form, with cruiser stern and raked soft nose stem. A whaleback is fitted.

Of modern Scottish seiner layout, with the deckhouse aft, the boat is sub-divided from forward into net store, fishroom, engine room and accommodation.

Fuel oil wing tanks in the engineroom hold about 2,800 gallons and there is a 300-gallon daily service tank. Some 400 gallons of fresh water are carried in a tank under the net store, while other tanks hold 140 gallons of lube oil and 50 of hydraulic oil.

The main engine, supplied by Caledonian Engines Ltd., is a Caterpillar D379 TA of 565 hp at 1,225 rpm, which drives a Bruntons fixed-pitch propeller through a 3.95:1 ratio reduction and reverse gearbox.

A 20kW, 110V, Hugh J. Scott generator and 125 amp, 24 V. Transmotor generator are also driven from the main engine.

The Gardner 6LXB auxiliary engine runs at constant speed and is set on resilient mounts. It provides power for a 20kW, 110V, Hugh J. Scott generator; 125 amp, 24 V. battery charging generator; a Desmi SA80 bilge and general service pump and, also, the hydraulic power pack for the deck machinery.

Other equipment in the engineroom includes a Watson and Dundas main switchboard.

On deck, a Mastra Mk. II seine winch from the Northern Tool and Gear Co. of Arbroath is sited well forward. This winch was the first of the new Mk. II models in service and had, in fact, been in use for a short while aboard Argonaut III. Skipper Smith was so pleased with its performance he had the unit transferred to the new boat.

Of stouter construction than the earlier Mastra seine winches, the Mk. II is fitted with worm and worm wheel

drive and has a pull of four tons. It is driven by a Downmatic high-speed, low-torque, hydraulic motor which is fed by a Dowty variable delivery pump driven off the Gardner auxiliary engine.

The motor is fitted on the outside of the winch for easy maintenance and the winch is designed so that one of a number of hydraulic motors could be fitted if required. A standby Beccles rope coiler is fitted at the fore side of the winch. The rope storage reels, which have a capacity for 7 coils of 3 in. rope each, have flanges of an open-spoked design and local controls.

A special feature of reels from Fishing Hydraulics is that damaged rope can be guided through a slot in one of the flanges and on to an auxiliary drum for repair, without the need to interrupt the haul.

The power block is a Rapp model 24RA 2300 from Fishing Hydraulics and both reels and block are powered



from a Vickers double-pump unit driven from the auxiliary engine. Other equipment on deck includes two fish washers from Simpson of Thurso.

Chalmit floodlights are fitted and masts, gully shelter and landing dunnage are of aluminium.

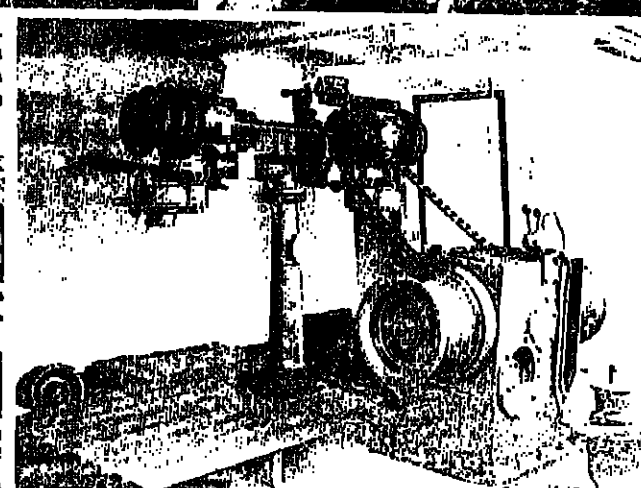
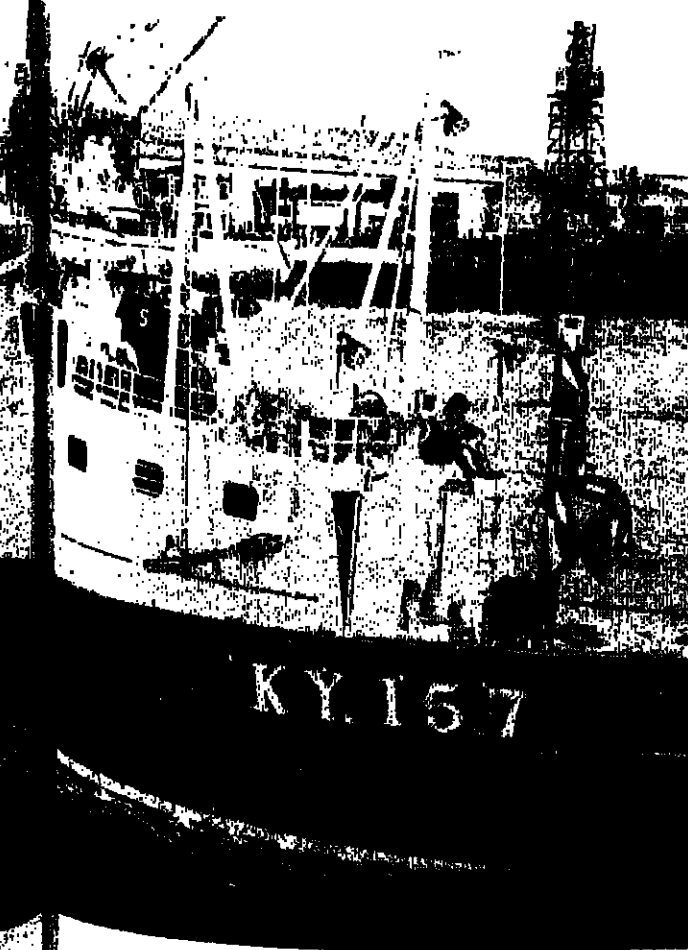
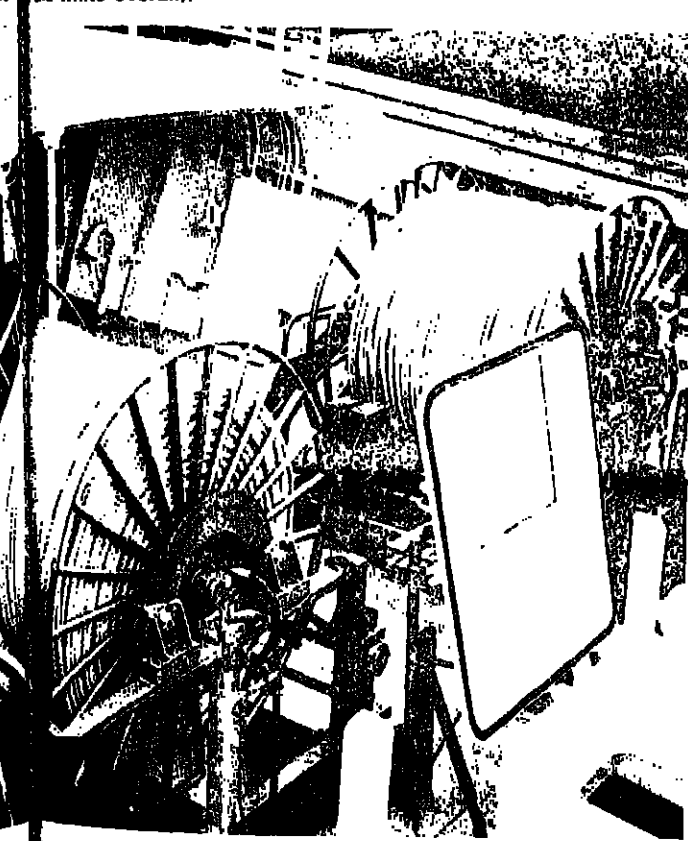
The 4,800 cu. ft. fishroom is arranged for boxing and is insulated on sides, deckhead and bulkheads with Podafoam faced with 14-gauge aluminium on wooden grounds; the floor is laid with 2 in. wood.

Stanchions are of aluminium and division boards of 8 in. x 1 in. redwood. There is a single hatch.

The deckhouse is fabricated from steel, with aluminium being used in part of the wheelhouse top to conform with D.O.T. requirements about the area way of the overhead compass.

Layout of the deckhouse has been designed by the

Argonaut IV's record-breaking 720-box catch which earned £12,351, was landed on August 3 after an eight-day trip and beat the previous seine net record of £11,719. Argonaut IV's catch stretches from ground along the market to the third upright support (just beyond the white overalls).



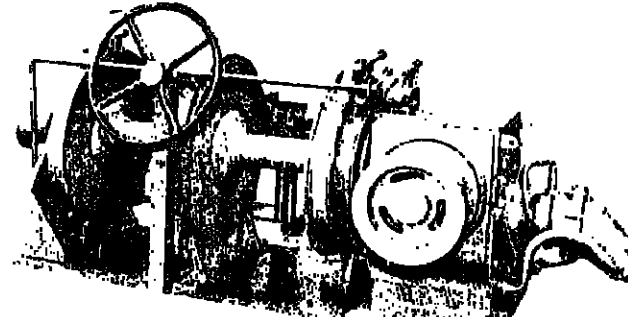
Above: The Mastra Mk. II seine net winch was taken from Argonaut III. The Beccles rope coiler is a standby only.

Far left: a Rapp power block is mounted on the new Hab articulated crane. Left: Skipper Smith helped pioneer rope storage reels and has had a set by Fishing Hydraulics fitted.

Below: Argonaut IV at her home port of Aberdeen. The black-hulled boat has a gutting shelter and is registered at Kirkcaldy.

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